



Memorandum

TO: HONORABLE MAYOR AND
CITY COUNCIL

FROM: James R. Helmer

SUBJECT: BICYCLE LANES

DATE: 05-05-04

Approved

Date

Council District: 3, 4

SNI Area: N/A

RECOMMENDATION

Adoption of a resolution amending Resolution 60922 authorizing the installation of bicycle lanes at various locations.

BACKGROUND

The City of San José's General Plan includes a bicycle network that defines the City's long-term vision for an integrated, functional system of bikeways. The network includes both on-street facilities (bike lanes and routes) and off-street facilities (trails). Before bike lanes can be installed, the California Vehicle Code requires a City Council resolution approving the bike lanes. Bike lane installation projects have been developed for the following locations and a Council resolution has been prepared to authorize the project implementation:

- Headquarters Drive from North First Street to Holger Way
- Holger Way from Headquarters Drive to Zanker Road
- River Oaks Parkway from Montague Expressway to North First Street
- Tasman Drive from Zanker Road to the Coyote Creek Bridge
- Taylor Street from Coleman Avenue to San Pedro Street

ANALYSIS

In identifying these street segments for proposed bike lane installation, staff considered the following factors: requests from the public; connectivity to common destinations; traffic volumes and speeds; street characteristics and right of way limitations; related City projects and plans; comments from CSJ Bicycle Pedestrian Advisory Committee (BPAC); and input from community based organizations such as Walk San Jose, Silicon Valley Bicycle Coalition and Almaden Cycle Touring Club. Consideration of these factors lead to identifying these sections of roadway as leading candidates for bike lane installations.

The first four projects are in North San José and they improve bicycle connections with the LRT system as is consistent with the North San José Transportation Deficiency Plan. The Taylor Street project expands upon bike lanes installed as part of the Route 87/Taylor interchange and it enhances connectivity with the Guadalupe River trail. The bike lanes are scheduled to be installed during June 2004.

None of these projects require reductions in number of travel lanes. Only one project, Taylor Street from Coleman Avenue to San Pedro Street, would have any impacts to on-street parking. The Taylor Street Bike Lane project will have include realignment of some on-street parking in the Guadalupe Gardens area (Taylor Street at Spring Street). Sufficient parking exists in this area to accommodate both Guadalupe Gardens and Columbus Park playing fields. The Friends of Guadalupe River Park and Gardens organization has been informed of this change and support it.

PUBLIC OUTREACH

During monthly meetings in late 2003 and early 2004, the City's Bicycle Pedestrian Advisory Committee (BPAC) received reports on possible new bicycle facilities. BPAC reviewed proposals, provided feedback, and offered suggestions on where and how to install new bicycle facilities. BPAC voted in support of each of these bike lane projects. Additionally, staff conducted outreach to community-based organizations such as Walk San José, Silicon Valley Bicycle Coalition, and Friends of Guadalupe River Park and Gardens. In the event bike lane improvement projects have impacts to travel lanes and/or parking, formal notification is provided to adjacent businesses and residents.

COORDINATION

This item has been coordinated with the Department of Parks, Recreation and Neighborhood Services, the City Manager's Budget Office and the City Attorney's Office.

COST IMPLICATIONS

This recommendation is consistent with the Council-approved Budget Strategy - General Principles section, in that all of the costs for the installation of the bike lanes recommended in this memorandum will be covered by State Transportation Development Act, Article 3 (TDA3) grant funds, which are administered by the City's Bicycle and Pedestrian Program. The work will be performed by in-house Department of Transportation staff and is estimated to cost \$30,000. Upon installation, the bike lanes will have a neutral impact on the General Fund operating budget, since the future maintenance cost is minimal.

HONORABLE MAYOR AND CITY COUNCIL

05-05-04

Subject: Bicycle Lanes

Page 3

BUDGET REFERENCE

| Fund # | Appn. # | Appn. Name | Total Appn. | Amt. For Contract | Adopted Budget Page | Last Budget Action (Date, Ord. No.) |
|-----------|------------|---|----------------|----------------------|---------------------------|---|
| 465 | 4292 | Bicycle and Pedestrian Facilities | \$1,094,000 | N/A | Page 836 | 10/14/03, Ord. No. 26697 |

CEQA

Exempt. PP04-03-082, PP04-04-129

JAMES R. HELMER
Director of Transportation